

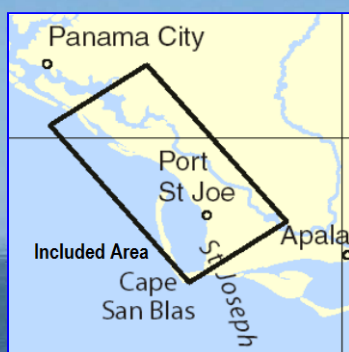
BookletChart™

Intracoastal Waterway – Lake Wimico to East Bay

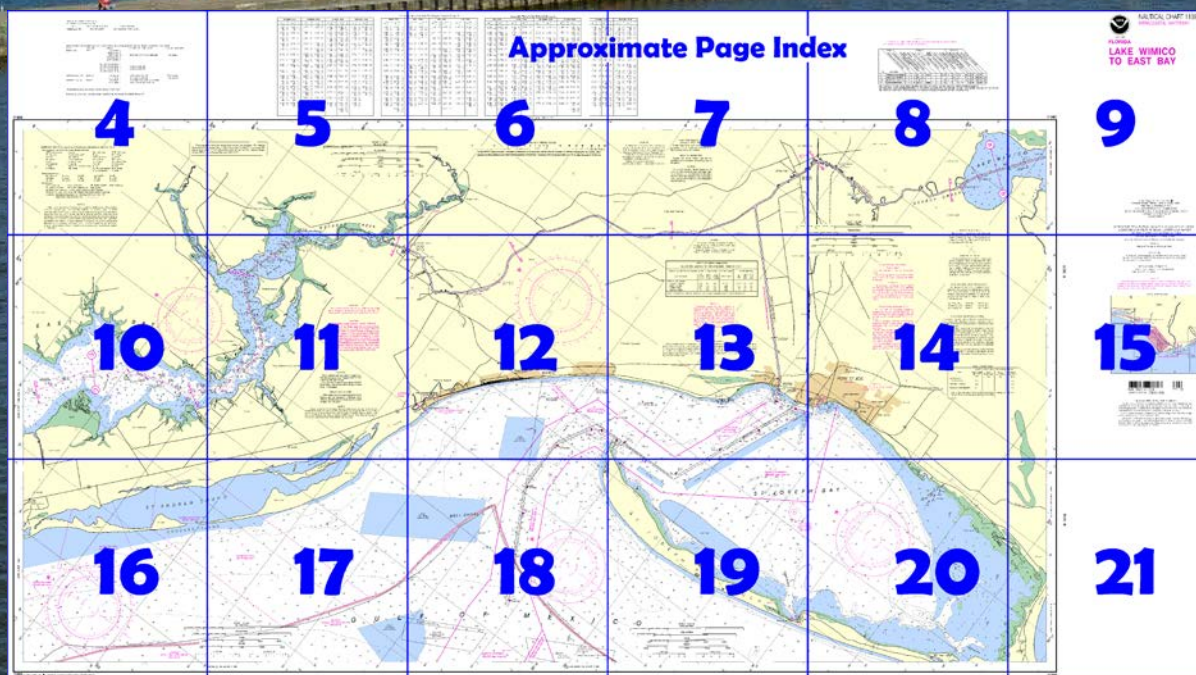
NOAA Chart 11393

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

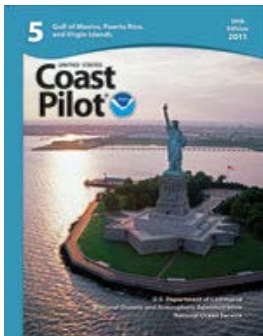
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11393>



[Coast Pilot 5, Chapter 9 excerpts].

St. Joseph Bay is separated from the Gulf by **St. Joseph Peninsula (St. Joseph Spit)** a long, narrow strip of land and sand hills. St. Joseph Bay, recognized as one of the best harbors on the Gulf, is easily entered by vessels with drafts to 25 feet except during periods of very severe weather such as hurricanes. **St. Joseph Bay Entrance Lighted Buoy 2** marks the entrance.

Port St. Joe is on the E shore of St. Joseph Bay. A large paper mill on the waterfront

and two chemical plants on Gulf County Canal furnish the main industry for the town. Waterborne commerce consists mainly of paper, marine supplies, petroleum products, and chemical products.

Prominent features.—The stack and buildings of the papermill and the chemical plant are the most prominent objects visible from the Gulf. Several water tanks are conspicuous at a closer distance inshore. A sunken wreck was reported in the safety fairway in about 29°50.2'N., 85°41.6'W.

A fish haven with an authorized minimum depth of 34 feet is close off the SE side of the entrance to the Port St. Joe Safety Fairway.

Channels.—From the Gulf, the dredged channel leads across 18-foot shoals to the deeper water inside. Federal project depths are 37 feet to a point about 0.5 mile N of St. Joseph Point, thence 35 feet to Harbor Channel and to a turning basin immediately to the W, thence 35 feet to South Channel, thence 27 feet in South Channel; project depth in the turning basin is 32 feet. A shoal tends to build E from the extremity of St. Joseph Point into the W side of the entrance channel. South Channel is no longer maintained.

Anchorage.—**Vessels should anchor in Port St. Joe Anchorages, N and S of the Safety Fairway leading to the entrance channel.** (See 166.100 through 166.200, chapter 2.) Depths of 24 to 37 feet with hard sand or hard mud bottom are available throughout most of the interior part of the bay. The S third of the bay, a shelf along the sides, and several spoil areas along the entrance channel and along the E side of St. Joseph Peninsula are shoal. Shoaling to 11 feet is close N of South Channel centered in about 29°48'37"N., 85°19'43"W. **Explosives anchorages** are in St. Joseph Bay. (See 110.1 and 110.193a, chapter 2, for limits and regulations.) See latest editions of charts for controlling depths.

Currents.—Strong and erratic crosscurrents are reported at the entrance to St. Joseph Bay NE of St. Joseph Point. These currents are reported to be particularly strong during the ebb. Caution is advised when entering the bay.

Pilotage, Port St. Joe.—Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing more than 7 feet of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. A pilot station is no longer maintained at Port St. Joe. Vessels desiring a pilot should request one through the ships' agent or by contacting the Panama City Pilots. (See Pilotage, Panama City (indexed as such), this chapter.) Vessels should be prepared to proceed to the entrance to St. Andrew Bay, if so directed, which is located about 20 miles to the NW, where the pilot will board between St. Andrew Bay Entrance Lighted Whistle Buoy SA and the first set of entrance channel buoys in about 30°06.8'N., 85°44.5'W. Procedures for requesting pilots are further described under Panama City pilotage.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A hospital is in the city.

Customs.—Vessels bound for Port St. Joe notify the customs officer at Panama City of their arrival. Port St. Joe is a **customs port of entry**. The Deputy Collector of Customs at Panama City usually comes to the vessel at the first opportunity. The records for St. Joe are maintained at Panama City.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District (504) 589-6225

New Orleans, LA

Table of Selected Chart Notes

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, Louisiana, or at the Office of the District Engineer, Corps of Engineers in Mobile, Alabama.

Refer to charted regulation section numbers.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PORT ST. JOE HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
PORT ST. JOE HARBOR						
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RANGE B	31.7	31.6	31.7	8-11	400	1.7 37
RANGE C	31.0	31.0	31.1	8-11	400	1.4 37
RANGE D	24.9	25.2A	21.4B	8-11	300	2.6 35
HARBOR CHANNEL	18.0	23.3	21.8	8-11	250	0.4 35
TURNING BASIN	18.0	23.3	21.8	8-11	1000	0.4 32

A. EXCEPT FOR SHOALING TO 14.4 FT IN THE VICINITY OF 29°52'39.6"N 85°23'03.0"W
B. EXCEPT FOR SHOALING TO BARE IN THE VICINITY OF 29°52'39.6"N 85°23'03.0"W
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon.-Fri.)

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Mobile, AL	WLO	257.2 kHz	6:00 AM, 7:00 PM, & Midnight	On receipt
		8808.8 kHz		
		4397.7 kHz		
		13178.8 kHz		
		22707.6 kHz		
		(Ch 25) 161.85 MHz	6:00 & 11:00 AM 5:00 & 11:00 PM	
		(Ch 26) 161.90 MHz		
		(Ch 27) 161.95 MHz		
		(Ch 28) 162.0 MHz		
St Petersburg, FL	NMA-21	2670 kHz	8:20 AM & 7:20 PM	*On receipt
Panama City, FL	NOQ-7	157.1 MHz	4:00 AM & 6:00 PM	*On receipt
		2670 kHz	3:05 AM, 3:05, 5:05, & 9:05 PM	
		157.1 MHz	4:35 & 10:35 AM, 4:35 PM	

*Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

11393

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972

Demarcation lines are shown thus: - - - - -

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed
Ocean Service encourages users to submit
improving this chart to the Chief, Marine
Service, NOAA, Silver Spring, Maryland 2

Joins page 10

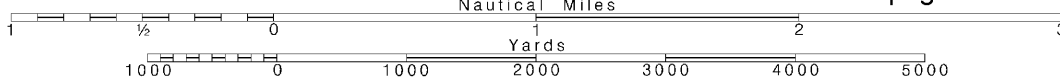
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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

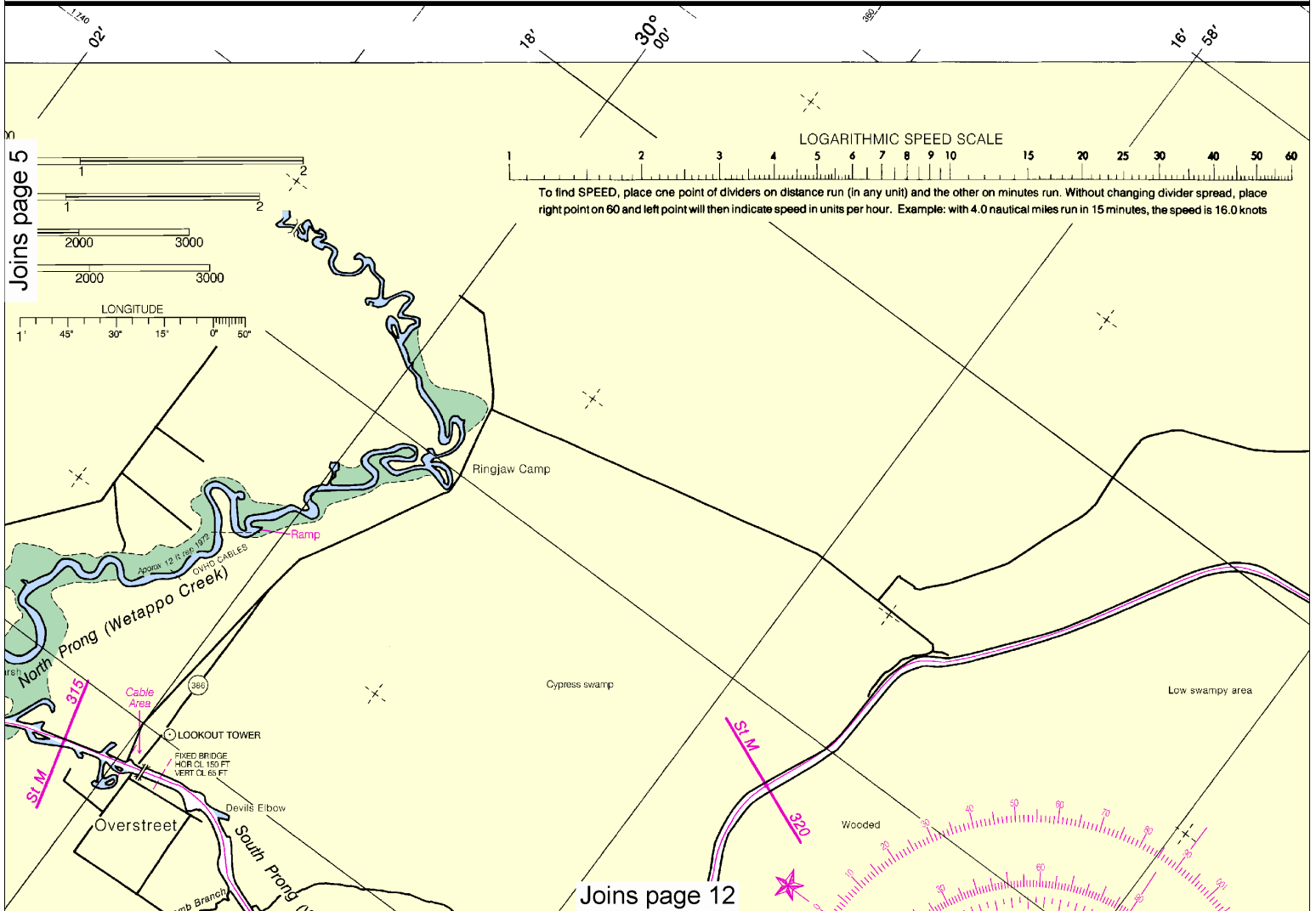
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See Note on page 5.



Formerly 867-SC, 1st Ed., 1970 KAPP 142

Joins page 5



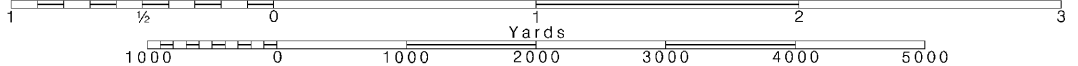
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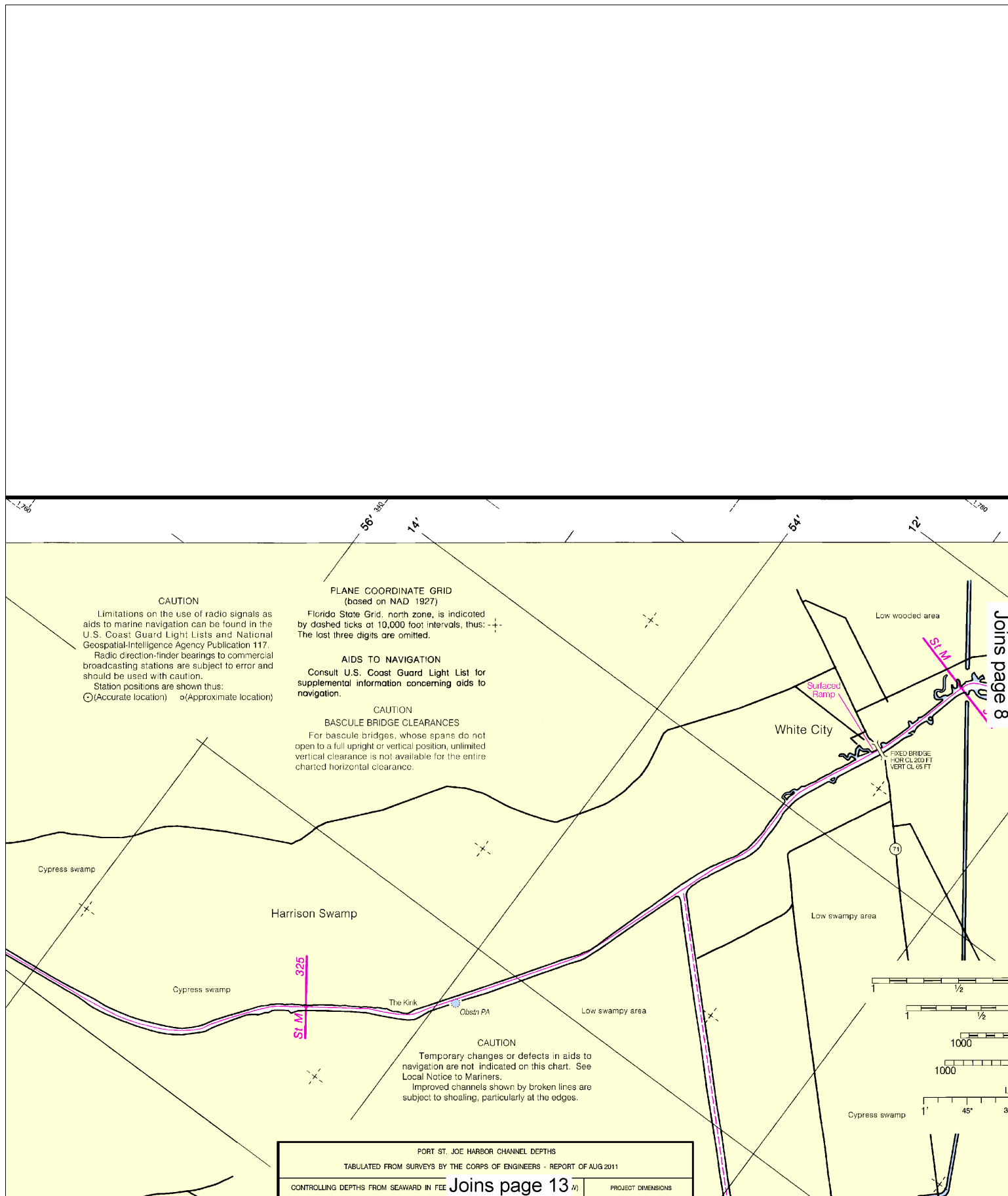
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





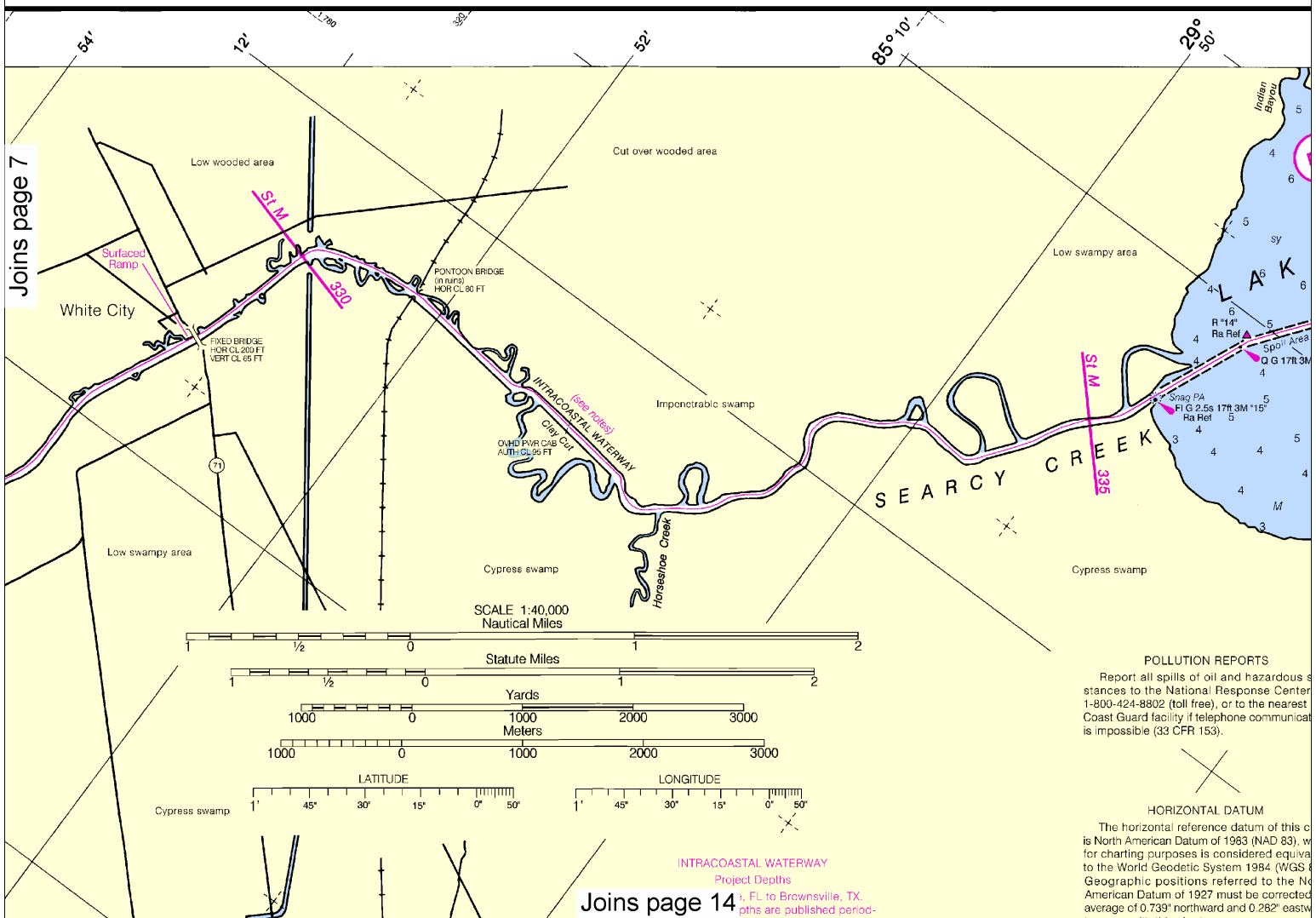
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 5012 12/15/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NO	LOCATION	DEPTH	SERVICES										SUPPLIES									
			APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	RAMP SURFACED (REPORTED)	ELECTRICITY (REPORTED)	REPAIRS	MARINE HULL MOTOR-RADIO	LIFT CAPACITY-TONS	BOAT RENTAL	FOOD-LOGGING-CAMPING	PUMP-OUT STATION	TOILETS-SHOWERS-LAUNDRY	WINTER STORAGE	NAPAL CHART SALES	WATERICE	GROCERIES-HARDWARE	BAY-TACKLE	DIESEL OIL-GASOLINE			
1	PORT ST JOE MARINA	20	6.5	B	E		HMR					CRM	CS	F	TSLP	WD	C	WI	GH	BT	D G	
4B	MEXICO BCH CANL PK	5	5		ME	S						M	C	FLC	T P	WD	C	WI	GH	BT	DG	
5	MARQUARDT'S MAR	4	5	B	E		HMR					M			T P		C	WI	H	BT	G	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY LARGE MAGENTA NUMBERS. THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE TABULATED "PUMPING STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



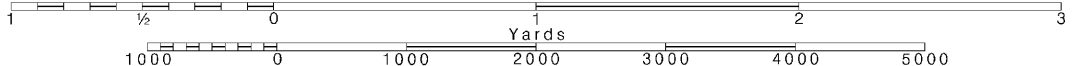
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

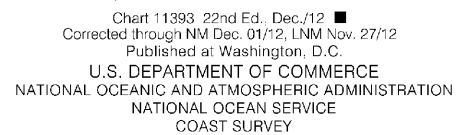
SCALE 1:40,000 Nautical Miles

See Note on page 5.





FLORIDA LAKE WIMICO TO EAST BAY



MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°50'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

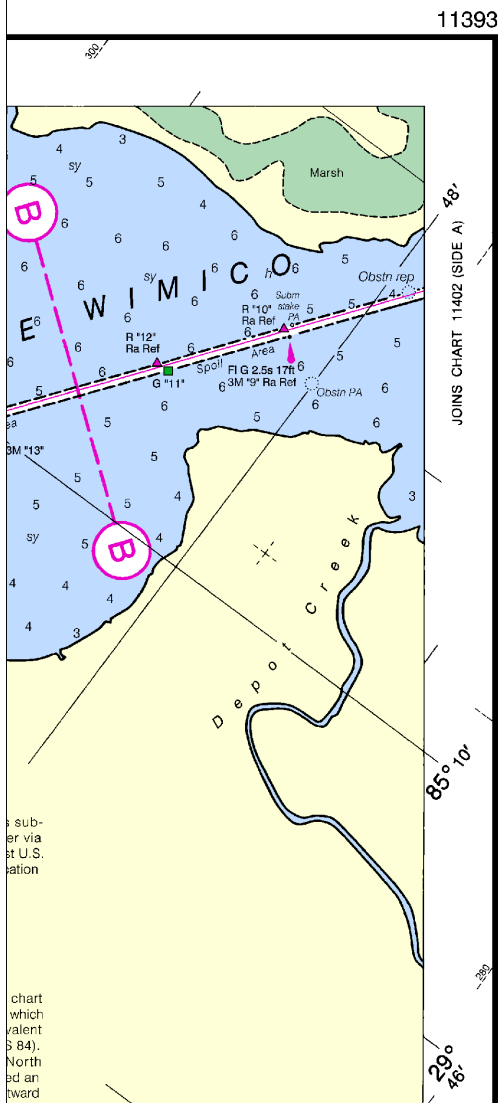
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

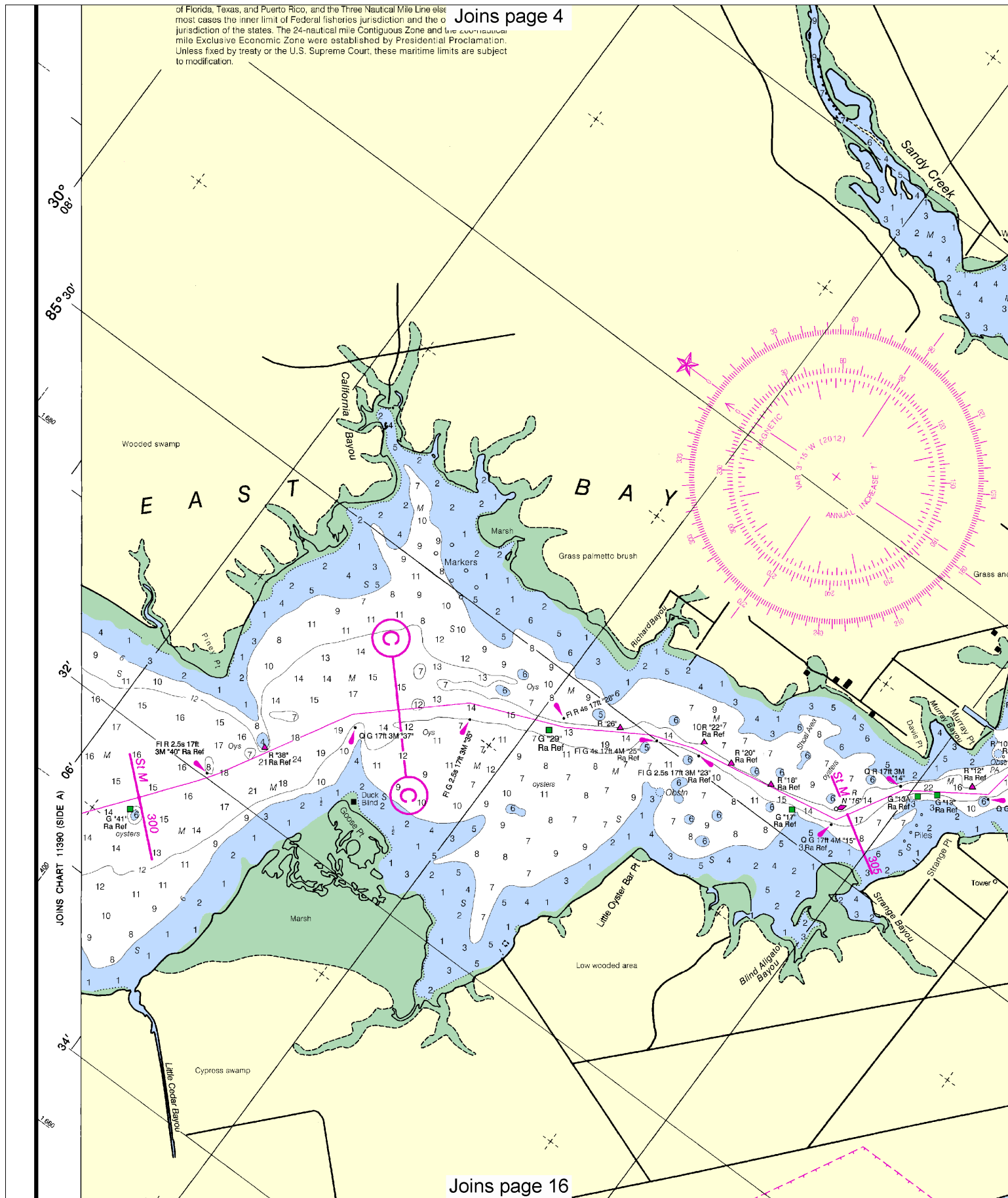
Consult U.S. Coast Pilot 5 for important supplemental information.



Joins page 15

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Joins page 4



Joins page 16

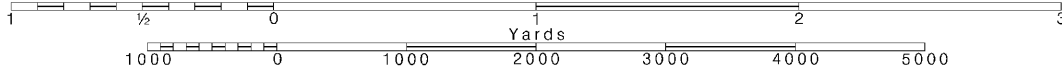
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 7

Cypress swamp

The Kink

Obstr PA

Low swampy area

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Cypress swamp

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Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

Panther Swamp

Milltown

Highland View

TANK

Marsh

Palm Pt

Priv aids

Mast PA

PA

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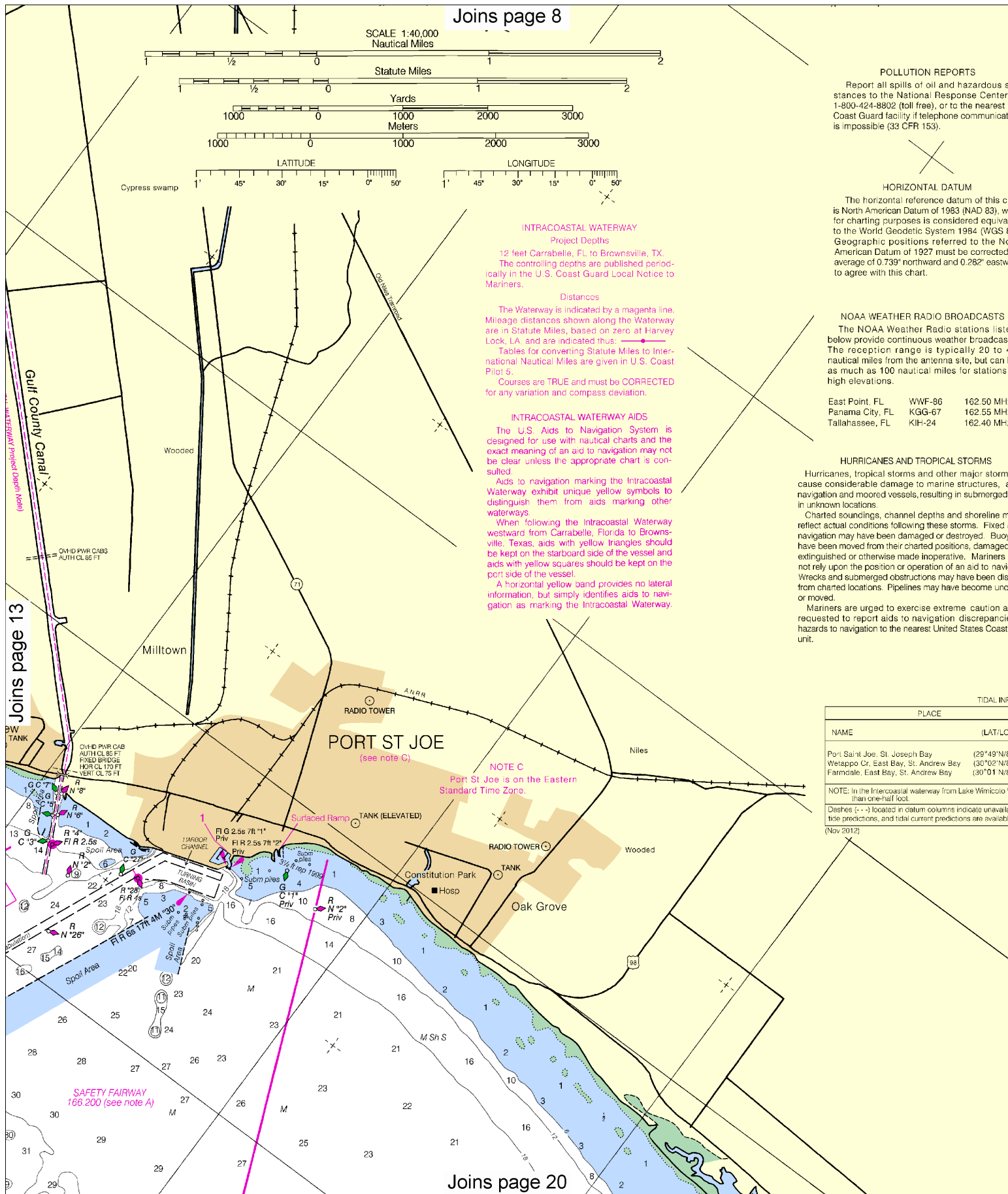
Shoal

Shoal

Shoal

Joins page 19

Joins page 14



Joins page 8

SCALE 1:40,000
Nautical Miles

Statute Miles

Yards

Meters

LATITUDE

LONGITUDE

Cypress swamp

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected average of 0.739' northward and 0.262' eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations with high elevations.

Station	Frequency	Power
East Point, FL	WWF-86	162.50 MHz
Panama City, FL	KGG-67	162.55 MHz
Tallahassee, FL	KIH-24	162.40 MHz

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storm cause considerable damage to marine structures, and navigation and moored vessels, resulting in submerged in unknown locations.

Charted soundings, channel depths and shoreline may reflect actual conditions following these storms. Fixed navigation may have been damaged or destroyed. Buoy have been moved from their charted positions, damaged or otherwise made inoperative. Mariners not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and requested to report aids to navigation discrepancies or hazards to navigation to the nearest United States Coast Guard unit.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

PORT ST JOE
(see note C)

NOTE C
Port St Joe is on the Eastern Standard Time Zone.

TIDAL INF

PLACE

NAME	(LAT/LONG)
Port Saint Joe, St. Joseph Bay	(29°49'N/81°02'W)
Wetappo Cr., East Bay, St. Andrew Bay	(30°02'N/81°01'W)
Farmdale, East Bay, St. Andrew Bay	(30°01'N/81°01'W)

NOTE: In the Intracoastal Waterway from Lake Winniechope to the Gulf of Mexico, the depth soundings are in feet, and tidal current predictions are available.

(Nov 2012)

Joins page 20

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Statute Miles

Yards

Meters

MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29°50'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

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HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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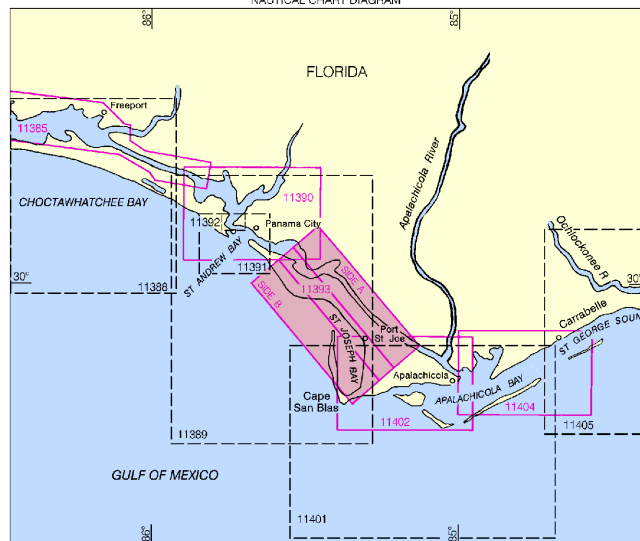
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NAUTICAL CHART DIAGRAM



NSN 7642014010206

NGA REFERENCE NO. 11BHA11393



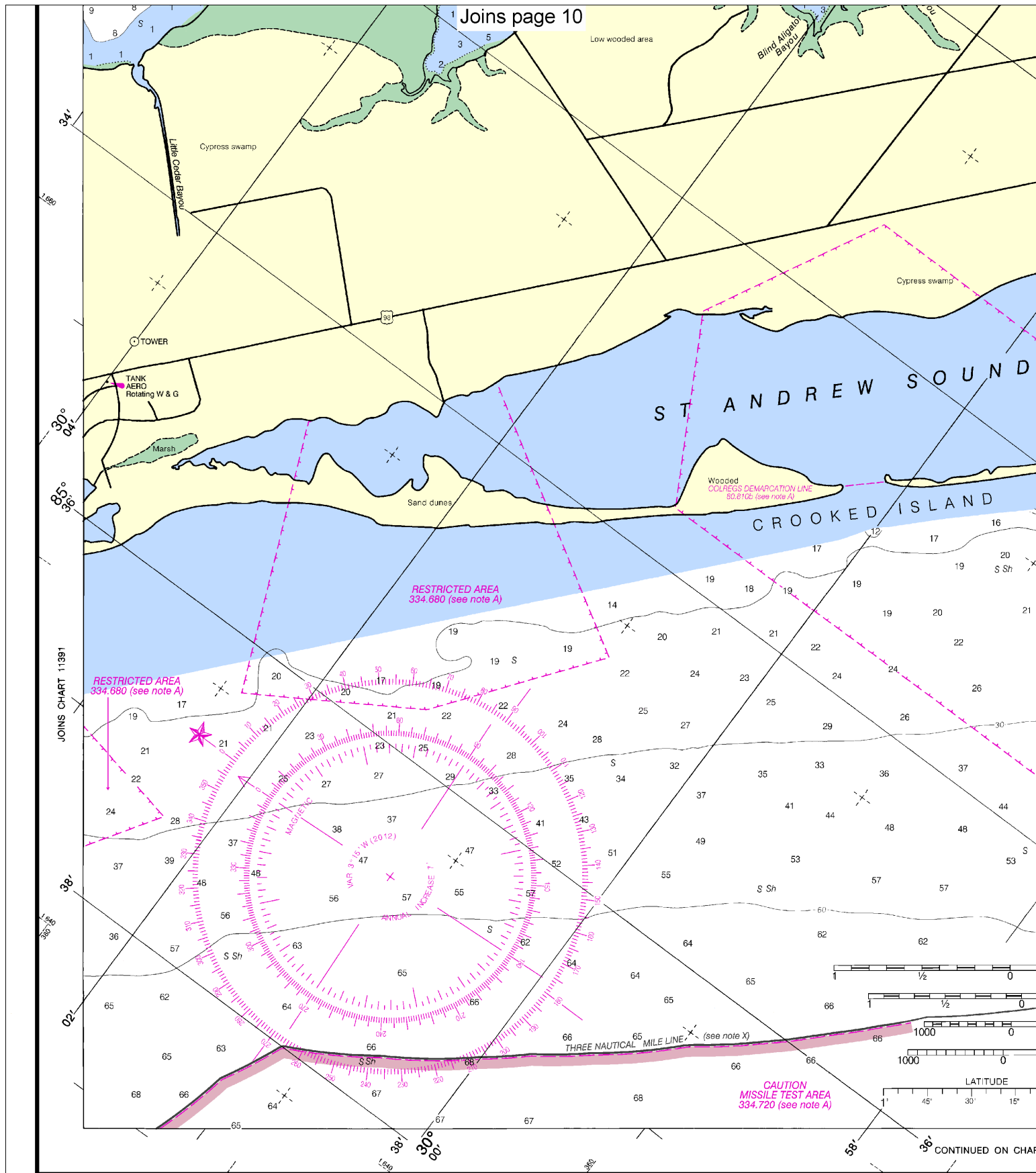
Ed. No. 22

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593



11393 22nd Ed., Dec./12 ■ Corrected through NM Dec. 01/12, LNM Nov. 27/12

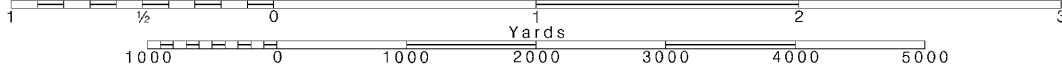
16

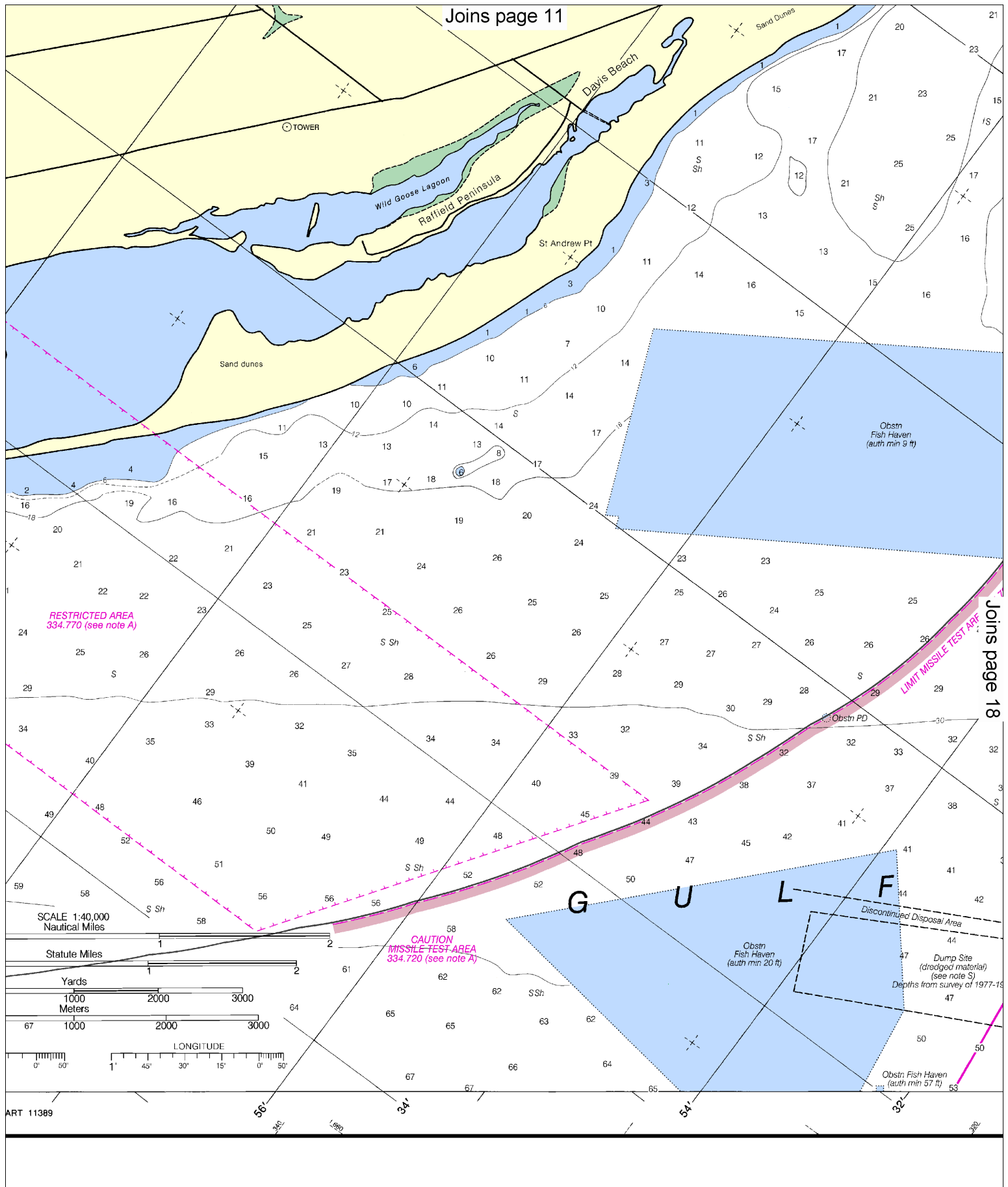
Note: Chart grid lines are aligned with true north.

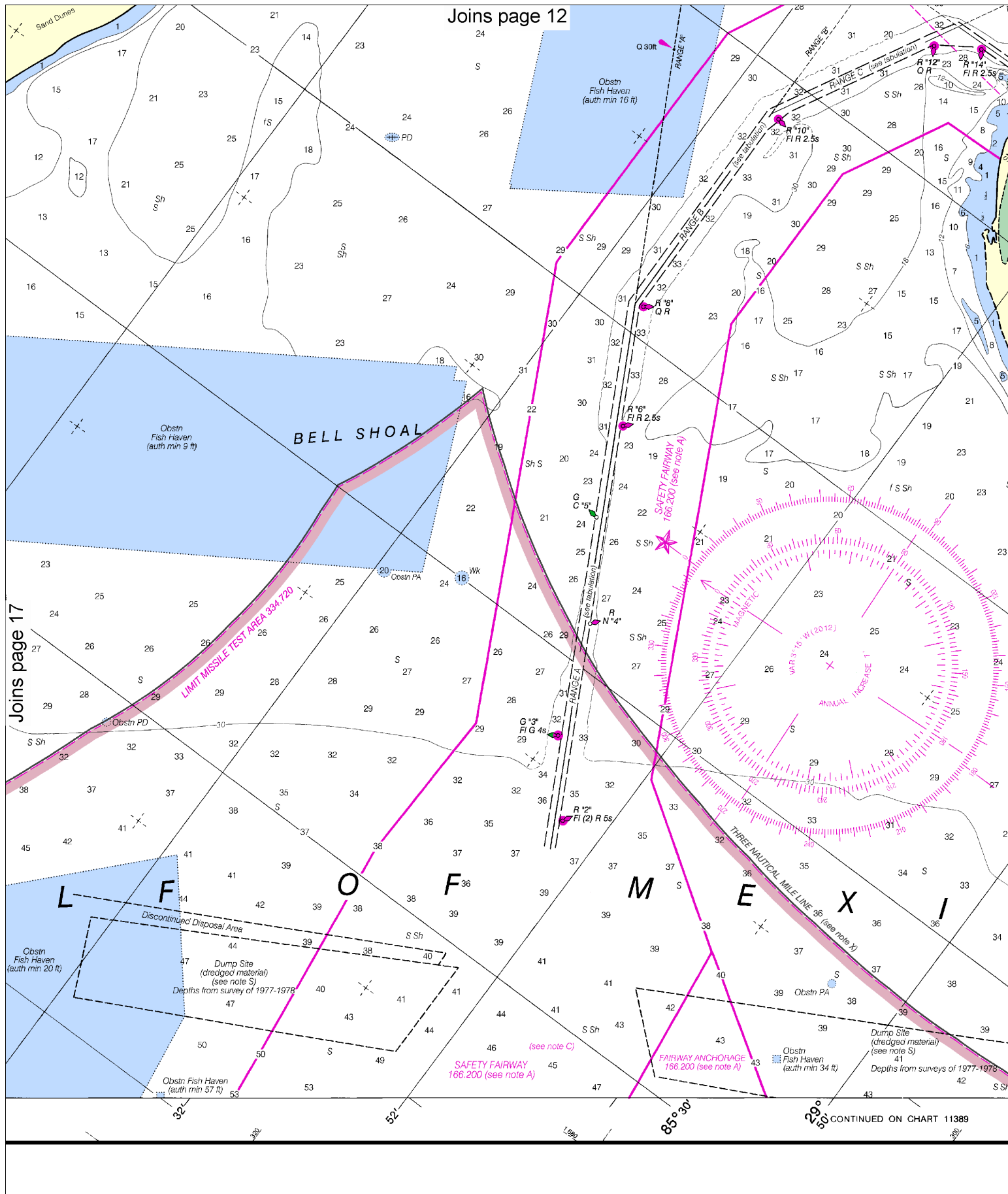
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





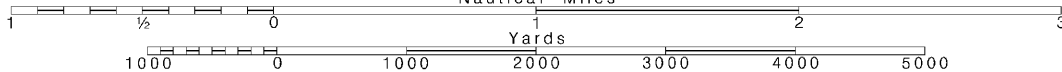


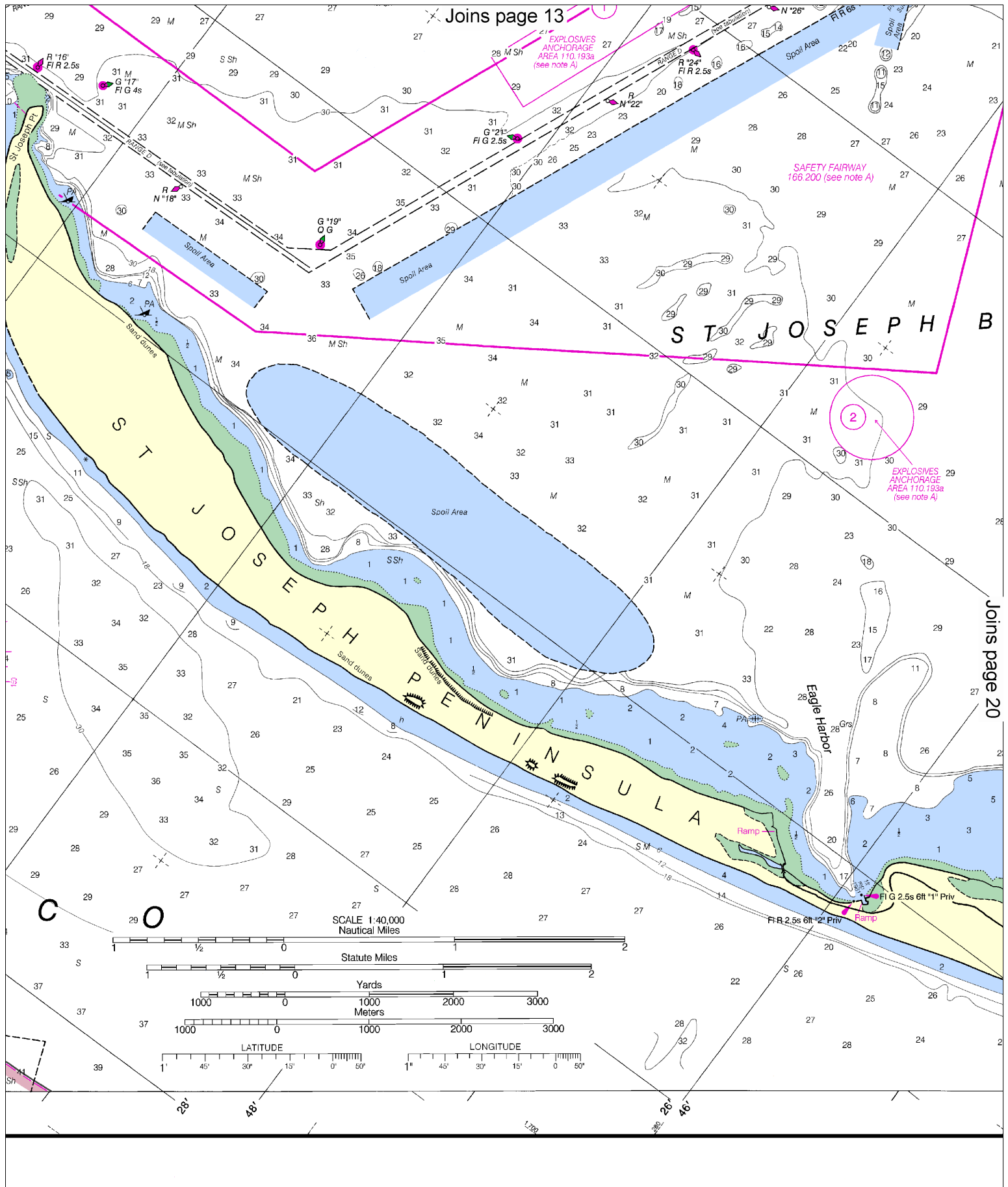
Note: Chart grid lines are aligned with true north.

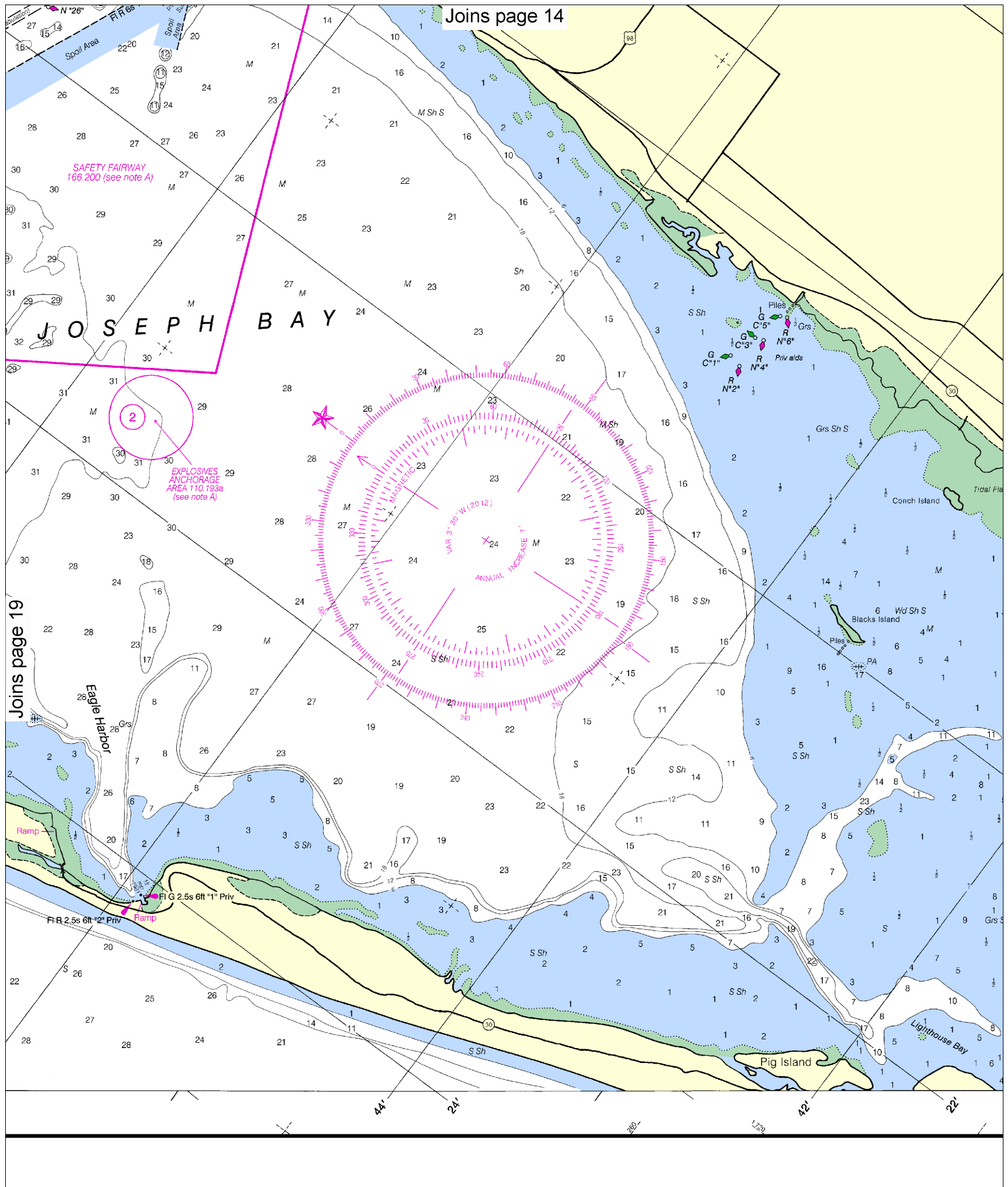
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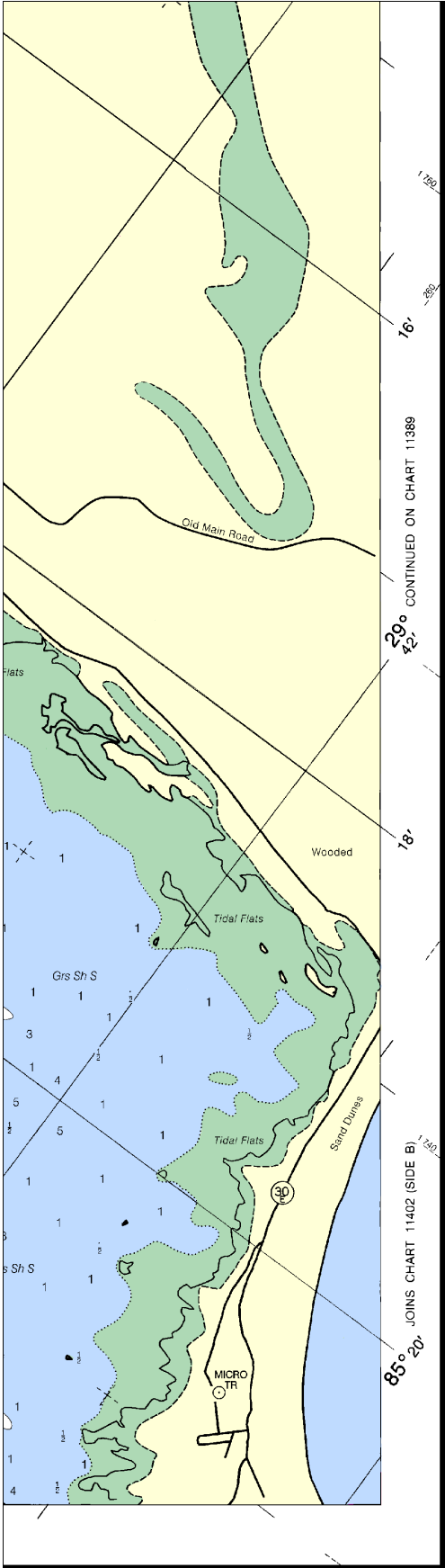
SCALE 1:40,000
Nautical Miles

See Note on page 5.











VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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